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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1.

The overfulfilment of gross production in the month under review¹ was caused by an advance in plans on the LENSIVIET and the reduction in the backlog of the plan on the VORONEZH. This overfulfilment was not sufficient to eliminate the backlog which had accumulated since the beginning of the year, caused by the breakdown of plans for the

MOZHAISKI	2.0%
KALININGRAD	2.7%
VOLOGDA	3.8%
VORONEZH	4.8%
SESTRORETSK	3.9%
P.B. 4	1.5%

a.

MOZHAISKI:

The date for trials was set for 8 November 1953. A revision of the completion percentage was to be made after the trials.

b.

KALININGRAD:

The main difficulty on this ship was the lack of shipbuilders, borers, riveters and rust-removers. Because of the delay in shipbuilding work, the mechanical engineering work was held up.

25 YEAR RE-REVIEW

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- 2 -

c.

VOLOGDA:

The number of shipbuilders, borers and riveters was too small. Further, rust removers were urgently needed, so that the painters and the VEM² could start their work. The loading cranes from ABUS-Rostock had not arrived by early November, nor had sterns, tubes, and stern tube bearings arrived. The tail shaft was finished and turned to scale. The first cast propeller had been ordered from Hennigsdorf. The rudder and rudder shaft were still being worked on. It was not clear whether the rudder was to be put in at the dockyard or in Rostock. The date for delivery of the waste steam turbine from Dresden (25 November 1953) was very late, because the turbines had to be installed before the main engine. The two H.-Dr. cylinders³ for the main engine had arrived ready from Goerlitz. The crankshaft had been examined by the Register and was on the bench to be worked on. Three eccentric straps were still missing for the steering of the main engine. For the Toernmaschine (sic), the crankshaft, worms and wormwheel, cross head, and main bearing were still needed. None of the dates of delivery were received for subcontracted auxiliary machinery. The engine installation plan had been submitted to the SBA³ in early summer 1953 but was still not approved. The whole pipe-line plan and the plan for laying cables depended on this approval. The two boilers were at the shipyard. Apart from auxiliary machinery, there was a further bottleneck in the delivery of electric motors, tiller and quadrant, suction plant from Feke, Dresden, fitters, pressers, fittings etc., from various firms.

d.

VORONEZH:

Structures for the radio room, for the deck house on the afterdeck, and the structure over the close-fitting hatch were completed. The hydronalium walls on deck II, aft, had also been erected, and the bridge was 90% complete. The rebuilding of hatch III was being done, and further minor shipbuilding and welding work were to be carried out in small sections. Here, too, there was a lack of shipbuilders, borers and riveters, also a number of drawings for the shipbuilding. VEM was laying cable lines, and work was started on the assembly of the ventilation. The H.P. cylinders³ were sent to Abus-Wildau and from there were to be given to EKM Goerlitz for mechanical work. For the crankshaft, one crank pin and one flange pin had arrived from the Schwermaschinenbau Ernst Thaelmann, Magdeburg; consequently only the indicators were missing. The tail-end shaft(sic) was reordered from Goerlitz, and was supposed to be at the MTW (Mathias Thesen Werft) as a casting on 22 November 1953. The rejected propeller was returned to Waren, and a new propeller was ordered and was to be completed as quickly as possible, because the ship was to go into the dock at the end of November. The second boiler had arrived. Difficulties were: prevailing lack of workmen; lack of deck fittings from SANAR, Magdeburg; the completion of the portholes, 300 and 350 mm in diameter, which were being welded; the supports for wooden doors; cupboards, etc., as well as locks and hinges for steel doors.

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- 3 -

e.

SESTRORETSK:

Work on the Sestroretsk was held up in favor of the VORONEZH and other ships. As a result of switching from steam main machinery to diesel, plans for a number of constructional details were still not clear. Everywhere designs were not available to the shipyard. On the shipbuilding side, work was proceeding on the bridge deck, erection of walls on the decks, and renewal of bulkhead plates and small damaged places in various sections of the ship. For the location and fastening of rope-ladders, work was in progress in the outer hull on the main deck on both starboard and port sides. The forward mast had been set up, but further work on the rigging was held up by preliminary work of ship construction. Most of the plans for ventilation and cable lines were still missing, since VEM could not assign more workmen to the SESTRORETSK. The 300 and 350 mm portholes were to be welded, because the black malleable cast iron which was requested had not come. The agreed dates of delivery for the two 8-cylinder driving motors, each of 750 H.P. from EKM Goerlitz, were 30 November 1953 for the first, and 30 December 1953 for the second. The problem of whether these engines could be used had not yet been clarified as, according to the Register, the crankshafts were too weak. (Germanischer Lloyd identified and removed the crankshafts). A bottleneck still remained in the delivery of nearly all auxiliary engines, the double gears, and the Freon refrigerator plant.

f.

PB-4:

Because of a shortage of drawings and plans for the ship and an insufficient labor force, work was progressing very slowly. Stands were erected for dismantling and a VP floating crane was made available. The removal of the first dismantled parts, including the funnel, loading derrick, bollards, ventilator heads and tubes, etc., had been completed. B and C decks and the afterdeck, plus the capstan, had also been dismantled. The propeller had been removed and the tail shaft withdrawn. The mechanical construction crew was engaged in dismantling the steering gear. The pipeline construction crew dismantled about half of all the pipelines. Workers, such as rust removers, ship cleaners, and transport workers, were still needed, and the number of cranes and land and water carriers still inadequate.

2.

The majority of objections raised by the Ships Reconstruction and Classification Office (Deutsche Schiffsrevision und Klassifikation) (DSRK) were settled by the beginning of November. Scheduled work on the freighter was held up through lack of shipbuilders, welders assigned by the DSRK, borers and riveters, as the available labor forces were sent to more important jobs (friendly contracts).⁴

3.

On the river steamers TEKHKALOV and MATROSOV work was proceeding with increased labor forces to make up the backlog in the planned work. The launching of the MATROSOV was to take place on 5 November 1953.

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- 4 -

4. [REDACTED] The first pontoon was launched on 13 October 1953. 25X1
Fitting out started immediately after the launching.
Material difficulties were encountered with the rudder
drive, stern capstan, bows capstan, main generators
280 KW, and various electric motors for the auxiliary
machinery. Shipbuilding work on the second pontoon was
proceeding well, but the lack of riveters was making
itself felt. Difficulties were in the rudder installa-
tion, valves, and rivets 16-20 mm in diameter. Further
indicators were needed for material installed.

1. [REDACTED] 25X1
2. [REDACTED] Comment. Probably HV Elektromaschinenbau (VEM) of the Ministry
of Machine Construction.
3. [REDACTED]
4. [REDACTED] Comment. I.e., reparations orders for the USSR.

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